

SAIGON BASE  
MONTHLY REPORT  
FEBRUARY 1970

I. GENERAL

1. Total block time for February was 5482 hours vs 6332 hours in December. *January*

2. VN-70 Customer (USAID/CORDS) terminated C-47 (GFE) 43-16083 and C-47 (GFE) B829 effective 1 March 1970 due to failure to attain prescribed minimum on C-47 aircraft. C-47 083 is now in temporary storage at Tan Son Nhut.

3. Effective 28 February 1970, Beech N7950C was dropped from the ARPA (0030) contract and replaced with VTB N9577Z on 1 March 1970. N7950C was ferried to BKK on 6 March.

4. C-46 B912 will be substituted for B146 on 10 March after receiving No. 3 service at Tainan.

5. In view of the foregoing, the Saigon fleet stands at 49 aircraft vs 78 aircraft two years ago, with one C-47 #083, one VTB #695C, two 10-2s #622C and #77Y, and Helio #B849 in temporary storage. 41 aircraft comprise the active (basic) fleet on contract with C-46 #984, Porter #152L and C-47 #B829 carried as spares.

Two helicopters N8514F and N8535F were sent to UTH for TCS 18-28 February 70 at customer direction.

6. There were no major flying accidents in February 1970.

7. Our pilots continue to look sharper each day due to recent improvement in uniform by adding shoulder insignia and "scrambled eggs" to the hat shield. I observe the "duck tails" and sideburns getting shorter gradually. Attached are pictures of MFD Tidwell and Senior FEPA Representative SGN, Capt Zurla. I sincerely feel we must go one step further in the professional appearance of our pilots: Stay-pressed "wash and wear" pants of good quality plus an "Arrow Decton" type stay-pressed shirt. It has been my observation that if we dress our pilots up like gentlemen they tend to act that way both on and off the job with an improved professional performance.

8. Proposals to upgrade upcountry hostel facilities are being formalized to forward to AVP in the very near future. FEPA has participated with us and their recommendations have been considered..

9. The rising "free market" rate of 180 MPC to one USD and 400 piastres to one USD is having a marked effect on local economic conditions. Also merchants and local business men are taking into account the

strong rumor that the piastre will soon be devalued. They either delay any further business transactions while they wait to see what happens, or attempt to "make a deal" at an exorbitant price.

## II. FACILITIES DEVELOPMENT

1. The hottest facility development projects are AR/69/055 "Renovations of Operations Building" (\$20,605), and AR/69/054 "Renovation/Relocation of various AAM Shops and Offices" (\$6,170). These ARs were forwarded to BCO TPE in October 1969. Priority approval would resolve a long standing problem of inadequate working environment due to past customer resistance to approving development of a new Operations/Administrative facility. With the accomplishment of the two cited ARs, Saigon Base will finally achieve an efficient working environment for all activities and provide a long standing facility requirement (i.e. locker and shower room) for pilots.

## III. GENERAL AFFAIRS

1. Cost of living - Prices go on increasing amidst strong and sustained rumors that the piastre will soon be devalued. These rumors were based on the following indicators:

a. Forecast of GVN-financed import program for 1970 is lower than that of 1969. The reason being, as the US is pulling out, GVN funds of US Dollars accruing from the sale of piastres to the GI and Army's contractors is decreasing.

b. The commercialized import program (American aid) and P.L. 480 (US agricultural surplus products) may remain unchanged or slightly increase but far from being adequate to offset GVN increase spending, as a result of Vietnamization of the war (particularly defense spending).

2. The piastres generated by these import programs and the resulting tax normally accounts for almost half of the total Government revenues. With these sources of revenues decreasing, the budget deficit estimated at 50 billions piastres is likely to be greater. More and more money will be chasing fewer and fewer goods.

3. The government efforts to bring rice from the rice surplus area (the Mekong delta) to the rice deficit area (Central VN and the highland) has failed. The farmers deliberately postpone sale in anticipation of higher price in the near future. Price of gold is officially fixed at 12,000 piastres per tael but the market price is VN\$20,000. The black market rate for the green dollar and the MPC reached an all-time high of VN\$400 and VN\$180 respectively.

## IV. SECURITY

1. Rumored public disturbances - None

2. Historical or customary dates & particulars forthcoming demonstration - None.

# V. MEDICAL

Number of visits: 1069  
 Accidents: 80  
 Outcalls: 8  
 Physical Examination: 13  
 Sick leaves: 210

# VI. PERSONNEL

1. A very routine month, with one exception: the TNN Training Program Candidates finally departed. We kept quite busy ministering to their last minute needs and assisting in their preparations for departure.

## 2. Personnel Strength - Saigon Base

Classif.	GRD		FLT		GRD		FLT		GRD		FLT		Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	38	130	131	12	137	2	13	4	319	148				
Permanent	524 <sup>#</sup>	13 <sup>**</sup>	2		2		1 <sup>*</sup>		529	13				
Pre-Processed:	8	1 <sup>**</sup>												
Temporary: American														
	GRD													
	1													

(\*) : [REDACTED] Ground Personnel: 857  
 (#) : [REDACTED] Flight Personnel: 162  
 (\*\*) : [REDACTED] Total : 1019

## Danang Sub-Base

Classif.	GRD	GRD	GRD	GRD	Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	14	19	72	109

## Nha Trang Sub-Base

Classif.	GRD	GRD	GRD	GRD	Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	11	24	62	101

## Can Tho Sub-Base

Classif.	GRD	GRD	GRD	Total
	GRD	GRD	GRD	GRD
	1	10	2	13

## VII. TRAFFIC/AAM

Passengers departure SGN (all contracts)  
 Passengers arrival SGN (all contracts)  
 Outbound cargo SGN  
 Inbound cargo SGN

	January	February
Passengers departure SGN (all contracts)	6,356	5,212
Passengers arrival SGN (all contracts)	6,542	5,958
Outbound cargo SGN	91,938	40,940
Inbound cargo SGN	87,330	39,849

## TRAFFIC/USAID

Cargo (including AF Caribou A/C)

	January	February
Cargo (including AF Caribou A/C)	1,458,201	1,209,056
	450,007	491,550

Outbound (lbs) SGN  
 Inbound (lbs) SGN

## VIII. OPERATIONS

1. There were 16 controllable and 77 non-controllable delays with a total of 937 Saigon departures. Early morning Saigon ground fog continued to be the major factor in the non-controllable delays.

FIC, GTD and the Emergency Equipment Room are in good order.

2. Flight Time Report (see Attachment A)  
 Aircraft Incidents Report (See Attachment B)

### 3. Accident Report

Date	A/C Type/No.
16	DHC-4, N544Y

### Location

### Remarks

Noted at SGN  
 after last  
 trip of day

R.H. nose gear outer rim  
 damaged. Suspect from  
 piece of rock/large stone  
 or the edge of bent-up PSP  
 during days operation.

CORDS Ware-  
 house Ramp

Driver attempted to pass  
 under left wing of aircraft -  
 Forklift impacted aileron  
 resulting in minor damage.  
 Driver was issued a written  
 reprimand - Two days suspension.

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C-46/N67985

4. Ground Transportation  
 Aggregate microbuses mileage  
 Microbuses down-time  
 Microbus pax carried  
 Isuzu bus mileage  
 Isuzu bus downtime  
 Isuzu bus pax carried  
 Supply vehicle down-time

20601 km or 12875 miles  
 184 hrs 12'  
 3242 pax  
 4556 km or 2847 miles  
 54 hrs  
 10490 pax  
 1504 km or 940 miles  
 103 hrs

5. Flying The month brought many changes in supervisory personnel and instructor pilots. Considerable P/O training was accomplished during this month. We had (DHC-4) and C-47 initial ground school coverage. The realization of equitable flying time and duty time among our American First Officers is slowly approaching.

FEPA still is in the "lime light" with negotiations continuing at Tokyo. There was a strong threat of a standdown beginning on 20 Feb. Proper negotiations on part of the company must have been accomplished as the threat of a standdown was averted. The morale of our pilots are at an all time high with great expectations on the part of the negotiations taking place.

Morale of the VTB pilots has improved tremendously with an increase in flying time in the program.

The most significant item for the month was that it was a totally accident/incident free month.

#### IX. TECHNICAL SERVICES

1. February was a good month with Maintenance Delays far less than January. It does indicate improvement in Maintenance quality.

We are now screening several of our TCN's who have responded to our request for 204B Flight Mechanic Trainees.

We recently finalized a formal Training Program for upgrading our Vietnamese employees working in the Supply Dept at Saigon. The intent is to utilize the Supply Trainee course that was developed by Tainan.

2. Aircraft Maintenance - The general activity and work load have further declined during the month, which has resulted in a low total number of aircraft departures and arrivals.

The completion of No.4B service on Porter N285L was delayed by several days due to late return of several overhauled components from the Main Base and also the nonavailability of some of the items in stock.

3. Rotary Wing - Flight time was down somewhat for the month because of Tet holidays and the temporary transfer of NS514F and NS535F to Udorn for 10 days.

Transponders are now installed in all but one 204B, however with no spares available it's rather difficult to maintain these units as no repairs are allowed at Regional Stations.

4. Shops Overall Shop activities remained on an even par.

The USFAA Inspection Authorization (IA) activities increased during the month with Annual Inspections on two Porters and one Volpar.

5. Planning/Engineering - The Planning and Production Control Section pre-planned, scheduled and processed, for aircraft of all types; 493 overnight services; 17 number one services; 19 number two services; 2 number three services; 3 annual inspections 6 engine changes (1 for 204B); 6 propeller changes; 85 EA's; 30 SI's; 4 EI's 137 time controlled components change on 204B; one T53 engine hot section inspections; 1 main rotor hub change; 1 main transmission change; and 204 shop work orders.

6. Utilities Maintenance - The TSN Airport well pump broke down for 5 days during this month and PMD had to revert to reinstallation of water pumps in the well near the Operations Bldg, as a source of water.

7. Electronics - This month must be registered as one of much accomplished EA, EI, SI to SVN base aircrafts.

A total of 13 ATC Transponder installation was completed. This brings to a total of 26 aircrafts equipped with transponders in SVN.

8. Technical Training - The following courses were completed during February: Auto Maintenance, Non Destructive Testing. Courses were in Progress: Ground Equipment and Aircraft Welding. Four FAA Oral & Practical A&P examinations were conducted.

Fifteen [REDACTED] Trainees were sent to Tainan for the International Line Service Mechanic's Course. The remaining ten Trainees should depart within the next few days.

9. Quality Control - Four Inspectors have satisfactorily completed the Technical Training Course on Non-Destructive Inspection.

The number 4 service on PC-6 N285L was completed this month with no major problems encountered for this dept.

10. Supply - The relocation project is still underway. The tools sale display cabinets fabrication and installation was completed early this month. The relocation of the Tool Crib Issue Window, now next to the Main Issue Window was completed too. Both Stock Control Section and Shipping & Receiving Section have maintained a smooth and normal function.

E.J. Theisen  
Base Manager - Saigon

## ADDENDUM

### FISCAL

1. Customer Relations - Contract VN-70 has dropped two C-47 as of 1 March 1970 and also notified us they plan to drop the C-46 on the CAL sub-contract.

2. Budget Matters - Total net reduction of personnel during the two month period was 34. The monthly presentations of cost data continued to generate a lot of interest in our progress. Evaluation of monthly salary costs indicates almost all departments have made significant progress in reducing costs this fiscal year. For example total salary costs for April 1969 were \$779,934 while total salary costs for December were \$595,622 for a total reduction of \$184,312.00. We are looking hard at remaining problem areas to see what further improvements can be made.

3. Exchange Rate - No change has occurred in the official exchange rate for piastres. Rumors abound as to the possibility of devaluation although no one can give us any definite information as to when or how much. Meanwhile the Black market rate continues to rise. Latest information is VN\$400 to US\$1.00.

SAIGON BASE FLIGHT TIME REPORT  
FEBRUARY 1970.

1. Contract 7001 -

<u>A/C No.</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
	<u>Block Time</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Flight Time</u>
N67984	133+45	110+53	13+19	10+17
N67985	156+29	131+04	7+33	6+31
B910	138+13	114+22	16+26	13+30
B928	124+36	105+13	12+44	10+48
B146	126+16	102+19	4+33	3+46
6147	66+09	51+02	22+58	19+46
8084	123+52	107+26		
5559	92+43	79+03	1+08	1+00
5994	67+03	51+07		
B829	121+41	102+28	4+04	3+15
6083	114+26	95+35	2+55	2+28
N539Y	124+17	109+23	22+36	20+54
N544Y	72+39	60+02	2+58	2+36
N9518Z	97+38	84+51	8+23	7+34
N6154U	56+40	50+43	4+51	3+37
N9956Z	144+22	129+26	1+57	1+34
N7770B	31+55	27+44	6+07	5+13
N9577Z	100+04	84+14	2+06	1+25
N9838Z	85+04	72+32	2+39	2+10
N3728G	86+20	69+50		
N9664C	1+51	1+31		
N3674G	110+10	92+20		
N7695C	24+25	20+09		
N91295	87+44	76+00	2+08	1+42
N285L	62+36	53+23	1+26	0+52
N391R	100+24	87+54	1+14	0+30
N394R	15+13	12+34		
N9444	125+35	109+49	1+34	0+51
N198X	64+22	62+50		
N153L	110+37	103+20	2+53	2+15
N180K	15+02	13+54	1+05	0+57
N12450	128+19	113+28	0+30	0+16
N748N	107+32	91+27	11+35	9+34
N152L	57+34	47+11	6+17	5+18
N184L	120+51	104+56	0+35	0+22
N185X	12+18	11+42		
N192X	9+06	8+27		
N393R	106+32	105+07		
N194X	96+56	83+26	2+46	2+15
N1303X	178+26	178+26	9+10	9+10
N1304X	122+07	122+07	5+30	5+30
N1305X	95+14	95+14	2+20	2+20



N1306X	74+19	74+19	12+05	12+05
N1307X	25+30	25+30	1+30	1+30
N8514F	51+18	51+18	1+20	1+20
N8535F	50+41	50+41	2+30	2+30
Sub total	4027+54	3536+20	203+45	175+41

2. Contract 7002 -

B1146	3+39	3+19
N544X	29+32	25+17
N9518Z	2+37	2+09
N6154U	39+43	33+29
N9956Z	0+44	10+38
N7770B	47+23	40+20
N9577Z	22+53	20+12
N9838Z	4+16	3+40
N3728G	21+33	17+46
N9664C	8+15	7+07
N3674G	7+41	6+39
N7695C	31+51	27+49
N91295	17+54	15+22
N2851	20+40	15+34
N391R	25+13	21+27
N394R	41+58	37+14
N9444	7+56	6+57
N198X	62+14	59+42
N153L	21+34	17+22
N180K	42+34	37+12
N748N	27+23	21+49
N152L	9+07	8+17
N184L	5+55	5+27
N185K	107+18	101+12
N192X	52+50	48+30
N193R	4+09	4+06
N194X	33+42	29+08
N1303X	1+00	1+00
N1304X	2+14	2+14
N1305X	27+38	27+38
N1306X	2+00	2+00
N1307X	77+39	77+39
N8514F	81+34	81+34
N8535F	76+02	76+02
Sub total	968+41	885+51

3. Contract 7003 -

B910	6+58	5+57
B928	1+34	1+00
B146	10+48	8+55
6147	7+47	4+52
5994	10+41	6+59
N544X	4+00	3+39
N9518Z	0+59	0+48
N9577Z	3+09	2+15
N9838Z	1+59	1+21
N3674G	2+42	2+16
N91295	1+13	0+40

N393R	2+28	1+47
N391R	4+50	3+51
N9444	15+25	11+32
N153L	1+08	0+55
N748H	1+09	0+56
N152L	1+53	0+53
N393R	2+45	1+53
N1306X	36+46	36+46
N1307X	5+10	5+10
N8535F	16+30	16+30

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Sub total	139+54	118+55
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4. Contract 0030 -

N7950C	48+37	39+20
N1303X	1+11	1+11

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Sub total	49+48	40+31
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5. Contract 0069 -

N9664C	79+47	70+07
8084	4+26	3+56
N3728G	7+15	6+55

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Sub total	91+28	80+58
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TOTAL REVENUE BLOCK TIME	5277+45
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" " FLIGHT TIME	4662+35
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TOTAL NON-REVENUE BLOCK TIME	203+45
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" " FLIGHT TIME	175+41
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GRAND TOTAL BLOCK TIME	5481+30
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" " FLIGHT TIME	4838+16
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Flight Time by Type of Aircraft

<u>Type of A/C</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
	<u>Block Time</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Flight Time</u>
C-46	702+18	583+02	54+35	44+52
C-47	487+07	400+00	27+01	23+14
Bailed C-47	121+41	102+28	4+04	3+15
DHC-4	230+28	198+21	25+34	23+30
VTB	1128+07	968+53	28+11	23+15
10-2	48+37	39+20		
Porter	1634+08	1445+12	29+55	23+10
204-B	925+19	925+19	34+25	34+25
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TOTAL	5277+45	4662+35	203+45	175+41

L. G. Parrish  
SGM/SGN

// LIGHT      0 INFORMATION      // ENTER  
- S A I G O N -

- MONTHLY ACTIVITY REPORT -  
1 - 28 February 1970

// ) ART      I  
- Ground Fire Incidents -

Date	A/C No., Type & Contract	Place	Description
01 Feb.	H8535F 204-B 7001	XR 1192	After take off from an outpost, the PIC heard heavy small arms fire directed at the a/c. Capt. BASHAM immediately made a sharp left hand turn and departed the area. No a/c damage or personnel injury involved.
06 Feb.	N1305X 204-B 7002	XR 3196	As a/c was on touchdown at LZ, Capt. CASE observed ground personnel running for cover. After hurriedly disembarking six RD troops, the PIC immediately took off observing mortar fire in the LZ as a/c gained altitude. No a/c damage or personnel injury involved.
17 Feb.	N1304X 204-B 7001	BT 1050	As a/c was climbing, the PIC observed tracer fire to the rear of a/c. Capt. WINSTON changed course and departed the area. No a/c damage or personnel injury involved.

// ) ART      II  
- Situation Summary -

Light enemy activity prevailed during the month of February. Acts of terrorism in Saigon and the uncovering of rice and weapons caches highlighted this months reports. Some fourteen terrorist/sapper incidents were reported in Saigon which included the shooting and subsequent wounding of a MACV courier who was proceeding down Pasteur Street shortly before sunrise on the 8th. Some twelve hours later an estimated twenty pound charge detonated at the corner of Tu-Do and Le-loi Streets

- ) ART II  
- Situation Summary - (Con't) -

on top of the VN Press Club resulting in extensive damage but no casualties. On the 27th terrorists placed a ten pound charge near the wall of the metropole BEQ resulting in 4 WIA and minor damage. Two km SE of MACV headquarters, a USAHAC bus entering the intersection of Vo-Tanh and Truong-Tan-Bui Streets received one round of sniper fire wounding a USN Petty Officer.

Allied forces reported discovering enemy caches in the Central highlands, III Corps, and the Delta. Certainly one of the biggest finds of the war was uncovered at Ran-Rang (VL48) where to date 169 tons of various types of rifles, mortars, rockets, and munitions have been unearthed at 33 different cache sites. In addition to munitions and weapons, large numbers of picks, shovels, and entrenching tools (manufactured in India) were recovered as well as bicycles, medical supplies, radio equipment, clothing, detonating cord (533, 525'), rocket motors (139) and rocket warheads (16). Of particular interest is how and when this amount of supplies reached an area 45 miles from the closest point of the Cambodian border. Analysts estimate that some of the material had been in place less than three months and that some storage bunkers were constructed less than six months ago. The supplies were in good condition with no sign of deterioration. While it is believed the supplies were transported via what is known as the JOLLEY Road to what extent vehicles were utilized is undetermined. Interestingly enough local newspapers report that a herd of some forty elephants were sighted at the cache site six months ago and another herd of some ninety elephants five months later.

*R. H. Begien*  
R. H. Begien III  
OPSP/SCN